

### The Horseless Age.

It will not do for the friend of the horse to put too much reliance upon the lately increased value which he has attained. In the market place he fetches a better price than he did, but his day of usefulness is as nearly over as ever. As yet we cannot do without the horse. For purposes of luxury, indeed, the horse is as indispensable as ever, but no one can be blind to the merits of those infernal inventions that come buzzing along on asphalt pavement with the celerity of a scorcher on his wheel. Much as we love the horse, we confess that he cannot compete with this animated sedan chair, this funeral-looking thing with wheels four sizes too fat for it, and a youthful engineer in charge, whose perfect control over it keeps it from running away when you know it ought to, and stops it when you know it ought to be toppling people over in all directions. Indeed, our ideas about that mild social dissipation called "taking a drive" must be absolutely and radically changed with the advent of this new device. There was an element of uncertainty about a horse which made driving a mild form of sport, deemed sometimes hazardous. The risk, however, is totally different with these new mechanical things, and the old rules don't apply. It is not yet known how an obstreperous motorman, who has been given his head, is to be treated if inclined to runaway, and it will take years of experience to lay down rules with regard to this, which will be thoroughly practicable, because the motorman, if so inclined, could run away with you in any one of three directions—ahead, astern or in circle. It certainly will not do to hold on to something and yell "Whoa!" at him; nor is it likely that any soft words will avail, even if you felt you could utter them. He has you so completely at his mercy that he can hold you up for any ransom he is pleased to ask until his source of powers run out. With a horse you are dealing with a senseless creature, and you can guide him against a stone wall or picket fence, where he will proceed to dash himself to pieces with the utmost celerity, and you can extricate yourself from the ruins if your head has been longer than the horse's. This is not a habit which you can depend on in a motorman of ordinary capacity, unless he is under the malevolent influence of liquor, and even then it would be hard to drive him to a form of self-destruction from which you yourself could be sure of escape. Fortunately, we have as yet advanced but little into the art of controlling the motorman and his carriage, and we still have our serviceable friend, the horse with us. Hill-climbing is one of the things the horse hates to do, but he can laugh at his ungainly rival on this

point, and ask derisively "Where he is at," when it comes to fine work on a steep incline. Unfortunately, men are inventive, and their ingenuity will devise some means of overcoming this. When that has been done the era of the horseless-man will begin. So passes away the friend of thousands of years. While the horse at times may seem to have been lacking in intelligence, it should be inscribed on his tomb that he had one distinctive virtue in that he never ran away with any one in more than one direction.

### THE CANAL ISSUE.

If England and America prove to have settled their differences over the canal clause of the Clayton-Bulwer treaty, as is reported, another great step will have been made toward harmony. As it stands, neither can take a position on the isthmus save by mutual consent. Since this treaty was made, the position of the United States has altered, and England can consent to a canal built and controlled by the United States without loss of material interests or national dignity. This conclusion will probably be reached, and would certainly be, but for the opposition of Canada. A complete settlement of the various differences with that colony is probably impossible. There is at present no prospect of it. But if the canal issue can be adjusted, both Great Britain and the United States will profit. The President has yet to appoint the Commission provided by Congress to decide on the best canal route. There is good reason to believe that he will supplement the present Canal Commission, two of whose members are committed to the Nicaragua route, with engineers of the first rank, impartial and uncommitted, so that next December Congress will have before it an authoritative expression of opinion.

### ARE UP TO DATE.

Dearth of material at present is driving the Tokyo press to tax its ingenuities to the utmost, so as to get up some attractive devices. A usual device of picking up quarrels with each other has been tried, the *Mainichi* and the *Kokumin* having been conspicuous in this respect. The doughty *Mainichi* is now determined to offer challenges all round, the challenge consisting in caricatures representing what that paper considers salient features of each of its metropolitan confreres. The first cartoon that appeared was directed against the *Yorozu*, represented by a picture of a bully in its popular tableau on the stage. Then came the turn to the *Nippon*, the cartoon this time being a half length portrait of a man with his hair dressed in an ancient fashion, that is with a top knot. For the thid caricatural representation, the *Jiji* came in, as a street-vendor ped-

dling drugs. The *Yomiuri* has inspired the provoking journal with a fanciful idea the portrait of a courtesan who has overgrown the market, begging our readers' pardon for employing such language. For the *Nichi-Nichi* we have a portrait of Baron Ito and a mask, it being believed that the paper is under the control of the Baron. These are the cartoons that have been published thus far, so that there still remain quite a large number, as our contemporary is reported to deal in a similar way with all the Metropolitan papers and perhaps the principal periodicals. So far only the *Yorozu* has taken the trouble of returning the courtesy. It has represented its caricaturist with a figure of an old man with bent back and walking by the aid of a stick. This is intended to mean that the *Mainichi*, though one of the pioneer papers in Japan, is now verging on dotage. Surely these exchanges of journalistic courtesies are amusing, to say the least.

The royal crown of Persia, which dates back to remote ages, is in the form of a pot of flowers, surmounted by an uncut ruby the size of a hen's egg.

A spider's web is a most curious as well as a most beautiful thing. When we were children the majority of us supposed that the spiders web was pulled out of its mouth, and that the little insect had a large reel of the stuff in his stomach, and that he could almost instantly add feet, yards or rods to the roll. The facts are that spiders have a regular spinning machine—a set of tiny tubes at the far end of the body—and that the threads are nothing more nor less than a white, sticky fluid, which hardens as soon as it comes in contact with the air. The spider does not really and truly "spin," but begins a thread by pressing his "spinneret" against some object, to which the liquid

sticks. He then moves away and by constantly ejecting the fluid and allowing it to harden, forms his ropes or wonderful geometrical nets.

▲▲▲

The Jeffries-Fitzsimmons fight ought to be a notice to the Navy department which has planned the new cruisers to run at 16½ knots. Probably Fitzsimmons is the stronger man and no doubt has more resisting qualities than Jeffries, but Jeffries had the speed. The same was true when Corbett whipped Sullivan. Admiral Farragut used to say that when a boy he saw a candle shot through a board, and he believed he could crush, with the old wooden "Hartford," any ironclad in the world if he could only get speed enough on. Fighting ships to be fighters, indeed, ought to be a little speedier than any ships of the same class that the enemy could possibly bring against them. It is strange, too, that our Navy department should take such a departure. Speed has always been the great desideratum of the American people. Many a steamboat has been blown up racing. Horse racing is a national sport. Every engineer or stoker on any railroad knows which is the swiftest locomotive on the line. Even a great many American women are very rapid without being fast. Men are still betting on the voyages of clipper ships between New York and San Francisco and China. It extends to every trade and profession. Brickmen dispute over the length of time necessary to lay a thousand brick. Blacksmiths gamble on who can make a horse shoe or shoe a horse most quickly. Speed is the one thing which most attention is paid to, and that our naval construction board should go to work to plan ships absolutely obsolete as regards speed, is a disappointment to the whole Nation.—Exchange.

## Canadian-Australian Royal Mail Steamship Comp'y

Steamers of the above line, running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu, Suva (Fiji), and Brisbane, (Q.), are

### DUE AT HONOLULU:

On or about the dates below stated, viz:

From Vancouver and Victoria, B. C.	For Sydney, Brisbane (Q.) and Suva.
For Suva, Brisbane (Q.) and Sydney.	For Victoria and Vancouver, (B. C.)
WARRIMOO .....	JULY 7 AORANGI .....
AORANGI .....	JULY 6
MIOWERA .....	AUG. 4 MIOWERA .....
MIOWERA .....	AUG. 3
WARRIMOO .....	SEPT. 1 WARRIMOO .....
WARRIMOO .....	AUG. 31
AORANGI .....	SEPT. 29 AORANGI .....
AORANGI .....	SEPT. 23
MIOWERA .....	OCT. 27 MIOWERA .....
MIOWERA .....	OCT. 26
WARRIMOO .....	NOV. 24 WARRIMOO .....
WARRIMOO .....	NOV. 23
WARRIMOO .....	DEC. 22 AORANGI .....
WARRIMOO .....	DEC. 21

Through tickets issued from Honolulu to Canada, United States and Europe.

For Freight and Passage and all general information, apply to

**THEO. H. DAVIES & CO., Ltd., General Agents**